

OFFICIAL NOTICE

OFFICIAL NOTICE
Proposal to change a ship's name.

I, John Cowie, of 13 Castle Street, Findochy, hereby give notice, that in consequence of change of ownership, I have applied to the Department of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of my ship "KUDOS OF WARSASH" of Southampton, official number 359518, hereto-for owned by Mr. J. Blinn of Southampton, for permission to change her name to "Strath" to be registered in the port of Buckie in the said new name as owned by me.

Any objections to the proposed change of name must be sent to the Registrar General of Shipping & Seamen, Llantrisant Road, Llandaf, Cardiff, within seven days from the appearance of this advertisement.

Dated: 16th January 1976.

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fishing news

January 23, 1976

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NAVY PULL-OUT:
SKIPPER'S WARY

BRITISH trawlermen are continuing to fish off Iceland without Navy protection and with no guarantee against attack by gunboats. Following the announcement on Monday by Foreign Secretary, James Callaghan, that British warships would be withdrawn and Iceland's Prime Minister invited to London for talks, most trawler firms confirmed that their skippers were staying on the grounds. In the events which led up to the decision to pull-out, Iceland had threatened to sever diplomatic relations.

Sprats not
mackerel
for purser

CORNISH fishermen would have seen a sight for sore eyes had they been at Fraserburgh last week.

Rumours were rife last week that the powerful 135ft. purser *Chris Andra* was heading for the Cornish coast to plunder 'their' mackerel.

But *Chris Andra's* skipper had no such intentions. And he brought her home with 300 tons of sprats to prove it — all taken off the north-east coast of England!

When informed of his unwitting 'fame' in the national press during his trip, Skipper Andrew Tait agreed with his brother Willie, quoted in *Fishing News* last week, that the Government would be wise to impose a 50-mile limit which would put a stop to infighting amongst British fishermen.

Skipper Tait estimated there were about 200 foreign vessels working just outside the 12 mile line off North Shields scooping up sprats. Given a 50-mile limit, he said, "there would be enough sprats to keep the entire fleet going for a life-time."

Chris Andra couldn't start unloading her 300 tons until a day later — the fish meal factory was full up, mainly with fish from Faroese boats!

Inshore fish
export link

THREE well-known firms based in Scotland have joined-up to sell inshore fish and shellfish landed in Britain.

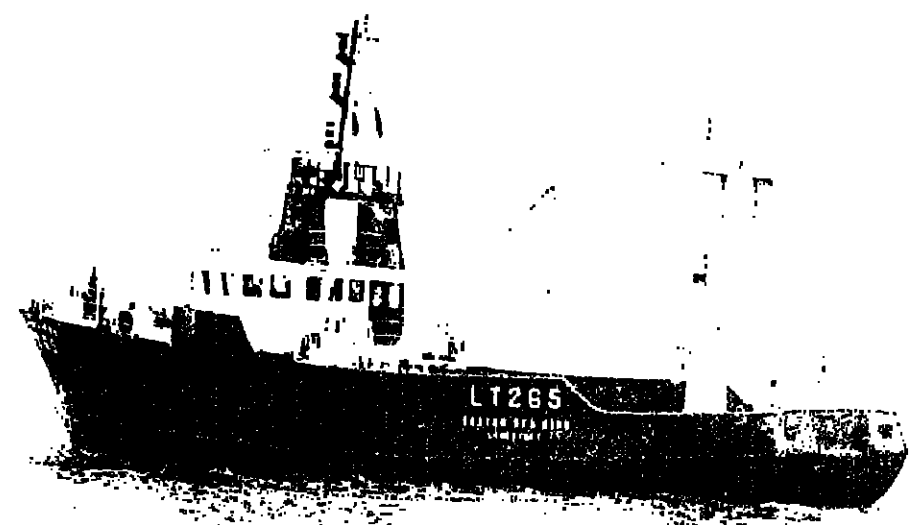
This link between W. S. Unkles (Seafoods) Ltd.; cold store operators Frigoscandia Ltd.; and fish salesmen and trawler owners Richard Irvin Ltd., is aimed at expanding fish sales to overseas markets. Irvin recently helped set-up Alert Seafoods (Aberdeen) Ltd. to process fish.

Centre of the operation is the new Frigoscandia freezing complex at Bellshill, Glasgow. The 1.3 million cu. ft. cold store, Frigoscandia's first venture in Scotland, is expected to start working in April. Unkles already has a mackerel and herring processing factory on the Bellshill site and Frigoscandia has a refrigerated transport system working.

At present Unkles is heavily involved in the export market, dealing mainly in queen scallops, pink shrimps, herring, mackerel and sprats. The Bellshill cold store is part of a 25 m. UK expansion Frigoscandia announced 14 months ago. This money has been spent on 750,000 cu. ft. extension to the group's cold store in London and a 1.35 million cu. ft. extension to its Norfolk cold store.

Mighty midget

DUE TO start fishing trials this week is Lowestoft's new pocket stern trawler *Boston Sea King*. The port's former top skipper, Paul Mean, has taken over the *King* which has a registered length of only 78 ft. Two sister ships have been ordered by Boston from the same builders, the Drypool Group, which did the fitting out after the hull was built at Pauli. "The new, smaller vessels will fish the same grounds as the bigger trawlers. We hope to cut rocketing fuel costs", said a Boston spokesman. All three ships are being powered by 700 hp Mirreles Blackstone engines and they will work with a crew of eight, including skipper. Second in the series, *Boston Sea Knight*, is due towards the end of this year. Skipper Mean left *Boston Sea Dart* at the end of last year to 'help things get moving' for *Boston Sea King*.

bringing home
the profits

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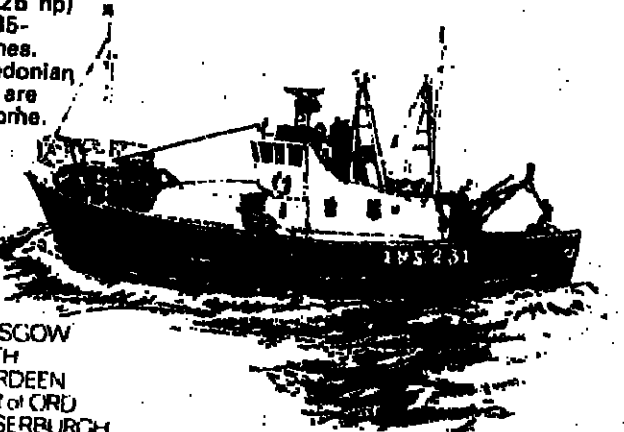
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Arrested
skipper
was not
fishing

FLEETWOOD skipper, Jack Kelly, has been fined £50 for entering Irish territorial waters.

The trawler he commands, *London Town*, was arrested on Thursday last week off the Donegal Coast.

In a special court at Letterkenny, Skipper Kelly denied a charge of illegally entering the limit.

Although a £50 fine was imposed on Saturday, no order was made about the trawler's catch and gear.

The Fleetwood-based trawler *London Town*, which was arrested off Ireland last week.

GOVERNMENT MUST
GIVE AID-MP

PROBLEMS facing the fishing industry add up to a gloomy economic picture for the industry on Humberside.

While the EEC Common Fisheries Policy is being worked out and future plans are known, it is essential that the Government gives further economic aid to the industry and help reform the conditions of people who work in it, said Labour MP, Kevin McNamara (Hull Cen.).

Speaking to the general management committee of the Central Hull Labour Party last week, Mr. McNamara pointed out that Humberside's fishing industry is facing its worst ever crisis and seagoing jobs would become even scarcer.

The past 12 months have seen the crisis harden considerably, said Mr. McNamara.

"The British distant water fishing fleet has shrunk from 362 to 253 vessels — a large

number of them in the Humber ports.

"On top of that less fish has been landed at Hull and Grimsby. The result — a fall in employment. And that in an area already suffering from a jobless problem which is higher than the national average.

"Figures produced by the Department of Employment estimate that, in the period between April and October 1975, a total of 380 seagoing jobs were lost to the Hull fishing fleet, and 400 of Grimsby's, because fishing vessels were laid up or scrapped. Current figure for unemployed fishermen in Hull alone is 645.

"The British distant water fishing fleet has shrunk from 362 to 253 vessels — a large

Cornish port
murder hunt

DETECTIVES hunting the strangler of Mrs. Susan Russell (84), who was found near Mylor harbour, Cornwall, early on January 3, have been interviewing French fish lorry drivers.

The lorries transport catches from Cornish co-ops over to Brittany, using the Roscoff ferry.

Fishing vessel owners are being checked by police who think at least some of them may have visited Mylor harbour to see if their craft were safe during the severe gales of January 2.

The possibility of a French connection has so far been confined to inquiries within Cornwall, although these may later switch to France.

'Derisory
quotas

AS FAROESE boat-queue up at Fraserburgh to discharge sprats to the local fish meal factory, local skippers are main largely unimpressed with government attempts to safeguard Britain's fishing industry.

Fishing News spoke to some herring skippers to find out their views on quotas — the North Sea quota in particular — and the most popular adjectives used to describe the allowances were nonsense, ridiculous, farcical, and derisory.

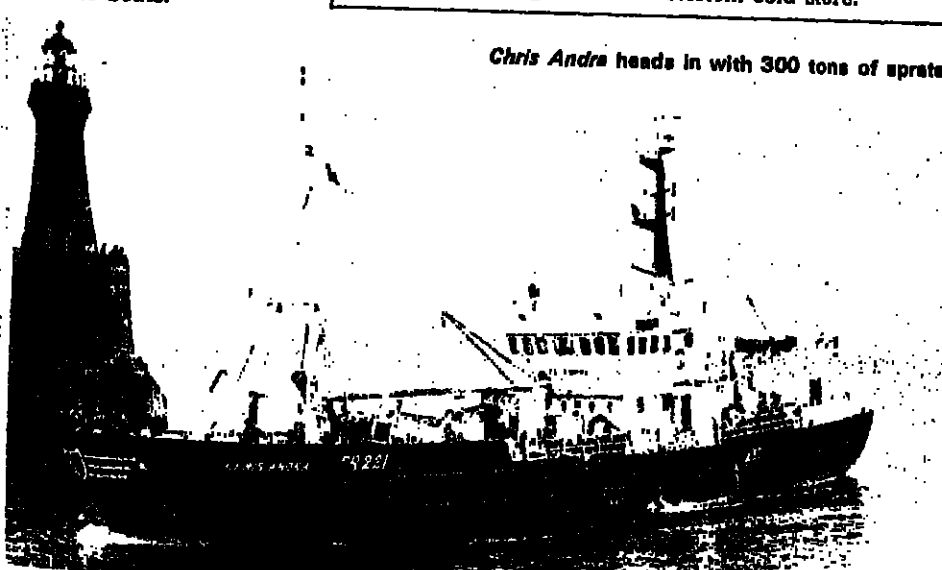
Said Skipper Willie Tait: "Challenge: 'The quota system is a waste of time. Our own men stop fishing with foreign vessels continuing to exploit our stocks. The government is too soft.'"

Skipper Tait believes a wider territorial limit is a substantially the quicker answer to herring conservation. George Watt, skipper of powerful pair *Kallista*, feels that quotas are "reasonable" under the circumstances.

But, as for the North Sea Skipper Tait and other herring skippers think the quotas allocated to British boats "ridiculous".

"The situation there's precarious," said Skipper Watt. "It is conceivable our share of the quota could be used up during the fishing."

Kallista's skipper, who fished both west and coast grounds for a number of years, feels bitter that his own fleet must sit and wait while foreign vessels which he puts it, have 'savaged' his own grounds now rampaging.



Chris Andra heads in with 300 tons of sprats.



COMMENT

We need plans for 100 miles

THE BIGGEST trawling firm in Britain has emerged from the shadows of the British Trawlers' Federation to present its own views of the way the British industry should be run in the future.

As we drift into a whole new regime for world fisheries, without any indication from the Government that it is really interested in planning a future for the industry, it is easy to understand the frustration being felt by companies like British United Trawlers.

What is made clear in this document is that, as far as Europe is concerned, we stand to gain or lose more than anybody else if 200-mile limits become the order of the day. The picture it paints for Britain is a flowing one — if only our negotiators are prepared to fight.

Although it has taken a lot of effort to compile this document, it really says nothing more than the British Trawlers' Federation has been spasmodically saying over the past year. In advancing the argument for a 200-mile limit, with an exclusive 100-miles for British fishermen, British United Trawlers will find little dissension from other sections of the industry. What is it really fails to get to grips with is how the 100-mile zone would be divided up among British fishermen?

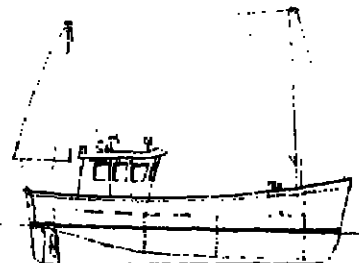
If any policy for British fishing hopes to get the backing of the inshore industry, it will need to be very specific about how the spoils from an exclusive zone would be divided up.

WITH THE decision to withdraw the Navy, Iceland's bluff has been called. The situation has been defused enough to see if Iceland really wants a fair agreement.

Already the suspicions harboured by the trawling industry about Iceland's intentions look well founded. According to reports from Reykjavik, the offer to Britain stands at 40,000 tons — which must all be taken outside the 50-mile line. Looking at the recent performance of the British fleet even Iceland's previous offer of 65,000 tons appears ludicrous. Our trawlers have established that, with protection, they can fish at twice this rate.

To have endured a winter's fishing at the mercy of the gunboats for peanuts is just not on. When negotiations do start, we will be talking from a position of strength. It has been proved that we can maintain our catch and anything that is lopped off the previous 139,000-ton agreement is a bonus for Iceland.

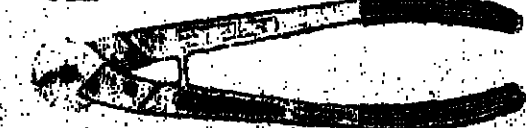
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Trawler firm offers a fishing policy

BRITAIN'S most powerful trawling company has put forward a policy for fishing. The objectives revolve around the establishment of a 200-mile limit, with a 100-mile/median fishing zone exclusive to British fishermen.

In a 19-page document being circulated among the industry, British United Trawlers says that they have to take this action because neither the Government, nor anybody else, has committed themselves to a policy.

In line with the Government's aim of "backing winners", BUT says the objectives of its own policy are:

ENSURE continuing and increasing supplies of fish (of preferred species and quality) to UK consumers at stable, reasonable prices.

INCREASE the catch by UK vessels so as to provide 90 per cent of UK requirements (security of supply) and become a net exporter of fish and fish products.

MINIMISE the inevitable change in availability of traditional species (e.g.

cod) resulting from extended fishing limits.

ENSURE an economically viable industry with the ability to maintain/replace its capital investment in vessels, processing plants and market infrastructure using modern technological developments.

EFFECT a smooth, planned restructuring of the UK fishing fleet to produce the right number of modern vessels appropriate to the species available in the "200-mile" era. Minimise the social and economic repercussions involved.

PROVIDE good long-term prospects for secure employment of a high wage/high productivity nature in a safe, modern working environment.

Produce an effective conservation system which permits the economic optimum catch from waters under UK jurisdiction within the scientifically determined maximum sustainable yield.

To achieve these objec-

tives, BUT says that Britain must obtain jurisdiction over fish stocks within 200-miles or a median off our coast. This is essential to stop large foreign industrial fishing fleets taking immature fish.

We should also now be going ahead to set up "swapping" arrangements with other countries and negotiate transitional phase-out arrangements. Within the 200-miles, there should be a 100-mile zone exclusive to British fishermen. The outer 100-miles would be a bargaining area with other nations.

Effort limitation and mesh regulations should be imposed on foreign vessels fishing in our waters. With the enforcement of quota systems "virtually impossible", a more powerful force of aircraft and protection vessels is needed.

The present decline of our fleet must be halted. Loss making ships now laid up should be got back to sea with the help of Government subsidy. This will help to keep up the strength of the fleet until it is able to take advantage of the new pattern that is emerging for fishing.

On 1973 figures, say BUT, the total catch within a 200-mile zone around Britain was 2.2 million tonnes of which the UK took only 0.8 million tonnes. If 1973 catch rates were maintained, this means we would have an extra 1.4 million tonnes of fish within our control — plus the expected 1 million tonnes annual catch expected on the whiting grounds off the west coast of Scotland. The whiting could help replace anticipated loss of cod.

With a 100-mile exclusive fishing zone, properly managed North Sea herring stock could recover in 3-5 years. The fishing policy would ensure ample supplies to coastal fishermen, say BUT, and a surplus for large vessels to freeze at sea.

All the mackerel off Devon and Cornwall being taken by foreign fleets would be available for British fishermen in an exclusive fishing zone. Catch limitations are now urgently needed on this stock.

BUT hope that the package will provide the framework of a fishing policy suitable for all the industry.

WHAT A PICTURE!

— join-up for a rosy future

HULL Fishing Vessel Owners' Association is looking beyond today's grim times and preparing for a more settled future.

Proof of faith in the future of Hull as a big fishing port is shown in a recent move by the industry to a larger and newer base, also the continuation of its recruiting and training programme on which the port spends over £400,000 a year.

Mr. T. W. Boyd Jr., president of Hull Fishing Vessel Owners' Association, gave this figure on Tuesday night when stressing the great importance of a continued flow of young trainees into the industry.

Mr Boyd was speaking at the Hull Nautical College during the premiere of the Anthony Barrier Productions' film "Trawling — Your Future".

This 30-minute documentary gives an impressive insight into the industry's shore and sea training facilities.

During introductory remarks to a gathering of about 100 people, including a number of career masters, Mr. Boyd explained that a

number of years ago the local fishing industry had decided upon such a film. He said it had been commissioned by the Hull industry and would be paid for exclusively by it.

He added that, quite obviously, the future of Hull as a port depended almost completely on the Government's successful negotiations for a 200-mile limit for this country, and for a 100-mile exclusive fishing zone.

"This film", Mr. Boyd stated, "reflects the industry's confidence in the future. We shall show it

Grimsby stunned by catch crisis

FRESH FISH catches slumped to the worst level at Grimsby for years last week when just over 12,500 kts were landed, including over 3,000 kts from foreign trawlers.

"If this is a foretaste of things to come, we might as well pack up now before everyone goes broke," a disconsolate fish merchant told Fishing News.

He added: "There has been so little fresh fish about, and what there has is so expensive, that we've been forced back onto frozen stocks to help out."

What little fresh I have bought since the market reopened two weeks ago has cost me nearly £400 selling out at a loss to keep trade. No one can go on like this much longer."

Certainly on the face of it fish prices remained on a high level all round, but the trawler owners were just as unhappy over the situation as the merchants. Far from making fat profits from expensive fish, most of them sustained hefty losses, too.

The crisis is largely due to the shortage of fish, there were only six distant water

landings (none at all on two days), including the Faroese record-breaker *Polarborg 1* (see page 16), and negligible supplies from the inshore. It was left to the middle water vessels to supply the bulk of the market.

But catches in this section suffered badly from heavy weather and, of 11 landings, only three vessels turned out more than 400 kts.

Most averaged a miserable 25,000 to 28,000, with Lindsey Trawlers' *Lepanto* (Skipper Bob Sinclair) coming out tops after a 16-day North Sea trip. She raised 28,414 from just 343 kts of mixed, but quality, fish.

Boston's *Belgaum* (Skipper Johnny Stevens) made the most of her 1,367 kts of Icelandic codstuffs to pocket 233,178 and was far and away the pick of the distant waters.

Some idea of the effects of the harsh Icelandic weather recently was reflected by landings of 680 kts from *Boston Comanche* (Skipper Andy Jensen), 511 kts from *Port Vale* (Skipper Ted Walker) and 424 kts from *Rosie Renown* (Skipper Tommy Pimbroke).

'Sea mad' stowaway sent home

ROMANTIC notions we washed ashore when young stowaway landed off a Grimsby trawler at Peterhead Wednesday last week.

The call of the sea led 19-year-old Royce Rothe to Grimsby to hide aboard a White Sea-bound *Barnley* the Monday.

But it was not until a trawler was several hours off the Humber that Skip George 'Tyrell' discovered a "passenger" on board.

Because of the weather *Barnley* by-passed Aberdeen and contacted the authorities at Peterhead, where the stowaway was transferred to a pillbox in the Harbour of Refuge.

Two mates

The frustrated seaman soon safely at home. His mother said that Royce "mad about the sea" long for the day when he would be like his four elder brothers. All are trawlermen and are mates.

The owners of *Port Consolidated Fisheries* were not so sympathetic. A spokesman said: "If he goes to sea, he's going the wrong way about it."

IDENA TO GO ON TRIALS

THERE is good news for Fleetwood with the launch of another new vessel, the 130ft. stern trawler being built at Goolbs, which is due to be named *Idena*. The builder's trials are planned about 190 miles



'New look' trio off south-west

THERE'S a powerful new look about the British mackerel fleet fishing off Devon and Cornwall.

Landing off at Plymouth last week was Mike Hosking's new 86ft. trawler and liner *Dew-Genen-ny* (below). She was reported to have put ashore between 80 and 80 tons. On the way down from the Lewis yard in Aberdeen she was to have tried some spratting, but did not.

The new 99ft. *Buckie* registered purse seiner *Gallie Rose* (above) landed 20-tons at Plymouth this week. She was reported to have moved up from Penzance, where she made £7,000 the previous week, because of bad weather. *Gallie Rose* is owned by a London-based company and crewed by Scots.

A regular at Plymouth is Brisham's top skipper, John Day. His *Pescado 11* (right) is making good use of her extra capacity following a "stretch" at the Bideford Shipyard.



ANNOUNCEMENT

The Aberdeen International Fisheries Exhibition



The Organisers of the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION warmly welcome the total support and co-operation it is receiving from both commercial companies and Organisations in the fishing industry both at home and abroad.

There is no doubt that the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION will be an unqualified success and companies wishing to reserve the remaining available space should contact the Organisers.

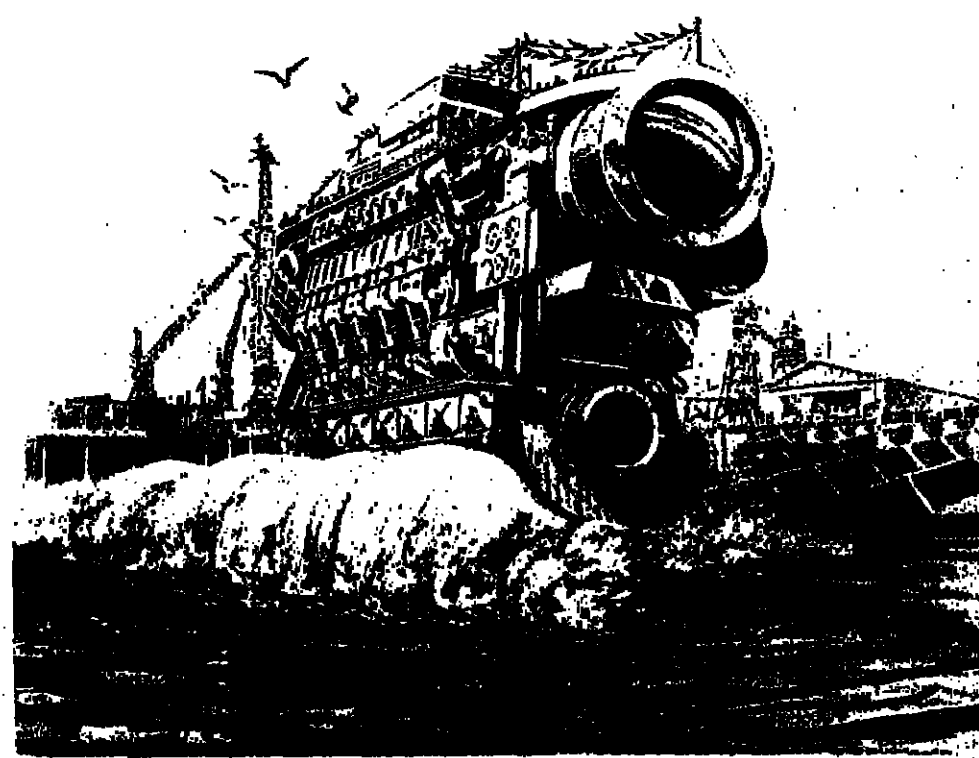
Further information from the organisers:
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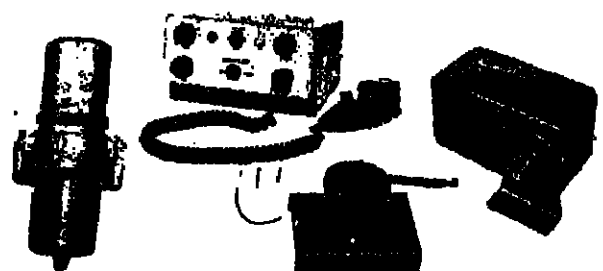
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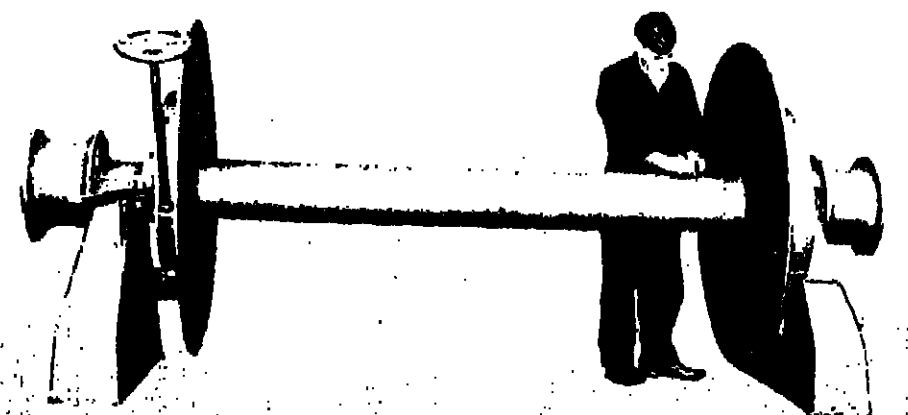


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Hammond Innes tops £1½m

HAMMOND INNES has become the first British trawler to gross over £1 million for a year's work. Britain's top earning fishing vessel last year, she looks certain to take the Hull Distant Water Challenge Shield for a second year in succession.

Based on calculations for the shield contest, the Newington Co. wet fish stern trawler grossed a total of £665,049 during 1975 after catching 36,693 kits. Last year her aggregate grossing was £440,176 for 31,275 kits.

Skipper Dick Taylor commanded the ship on ten trips last year, while Skipper B. Taylor took her out twice, and Bill Bretell and C. Dunn once each.

Hammond Innes went on five trips to Iceland and four to the White Sea during the year. The rest of her year was split between the Norway Coast and Bear Isle. She went three times to the Norway coast, and once to Bear Isle; on another trip she fished both grounds.

Her highest grossing came on January 6 this year after she had been on a 24-day trip to the White Sea over Christmas.

Skipper Bill Bretell

Shield top 20 — November

	Kits landed	Points
1 (1) Hammond Innes (Newington)	33,979	38,472
2 (2) Ross Orion (BUT)	29,705	32,630
3 (4) Ross Canaveral (BUT)	23,836	30,684
4 (8) C. S. Forester (Newington)	27,235	30,216
5 (8) Somerset Maughan (Newington)	29,171	29,384
6 (8) Lord St. Vincent (BUT)	26,257	29,309
7 (1) Arctic Cavalier (Boyd)	26,317	27,894
8 (7) St. Gerontius (Hamling)	25,053	26,786
9 (9) St. Giles (Hamling)	22,629	26,788
10 (10) Westella (Marr)	23,751	26,393
11 (19) Ross Trafalgar (BUT)	20,657	25,497
12 (14) Loch Eriboll (BUT)	19,942	26,387
13 (11) Kingston Sapphire (BUT)	22,354	25,293
14 (11) Kingston Emerald (BUT)	21,591	25,411
15 (18) Joseph Conrad (Newington)	21,903	26,131
16 (17) Arctic Corsair (Boyd)	22,785	24,921
17 (13) Ross Alair (BUT)	21,060	24,020
18 (21) St. Dominic (Hamling)	21,255	24,855
19 (18) Kingston Beryl (BUT)	21,450	23,865
20 (20) Ross Sirius (BUT)	20,166	23,829

brought Hammond Innes home with 3,340 kits aboard to gross £72,092 — just £1,124 short of the national record. (Only part of this catch has been calculated as her 1975 grossing).

Even this was not her biggest catch by weight. In February last year, Skipper Dick Taylor landed a massive 4,342 kits after a 22-day Norway coast trip. She grossed £59,767.

The ship cannot be officially declared winner of the Hull

Shield until figures for the final month — December — are given. But Hammond Innes put ashore a massive last trip of the year — much of which counts for the contest — and was almost 6,000 points ahead of her nearest rival in the November table.

During November, Ross Orion held onto her second place while Ross Canaveral moved up from fourth to third. Another Newington ship, C. S. Forester, jumped from eighth to fourth.

'Electric' Aberdeen show

FISHING industry electronics suppliers are signing up to put on a big show at Catch 76 — the exhibition being held at Aberdeen in September.

The organiser, Eagle Exhibition Consultants of London, has now reserved space for Decca Navigator, Marconi International, Kelvin Hughes and the German firm of Krupp Atlas.

Other firms which have now reserved space include: Euronette, Robert Watson, Royal Bank of Scotland, Clydebank Bank, DEY Engineering, United Wire, Caledonian Tractor and Equipment, C.F. Wilson, Sommer Allibert, Jotun Paints, Victoria Light Engineering, Trawl Engineering, Rolls Royce (compressor services), Kelvin Diesels and others. More than 1,200 sq metres have already been reserved.

The exhibition is being sponsored by the Grampian Regional Council, City of Aberdeen Scottish

Fishermen's Organisation, Anglo-Scottish Fish Producers' Organisation, Aberdeen Fish Producers' Association, Herring Industry Board and White Fish Authority.

The exhibition will be further supported by a two-day conference sponsored by the Scottish Inshore White Fish Producers' Association. Also, a Fishermen's Ball will be organised, the proceeds of which will be donated to the Royal National Lifeboat

Fishing news

Chairman: Arthur J. Heighway
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FISHING widows and their children had a belated Christmas treat at Fraserburgh mission last Friday (above). But, despite the date, Santa was there accompanied by a Shetland pony. The kiddies were delighted with the special visitors, who distributed presents after the conventional consumption of 'goodies'. The mission held back the party date to avert clashes with other functions.

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January 28, 1978

SKIPPER Dick Farrer and the crew of the Fleetwood trawler Wyre Conqueror were praised last week for their 'brilliant' seamanship in rescuing the crew of their sister-ship Wyre Victory.

Wyre Victory had left Fleetwood bound for Iceland with an 18-man crew under Skipper Albert Watson (60), one of the port's most experienced skippers.

She was steaming north near the west of Scotland islands of Rhum and Canna and near Hyskeir Light, when she hit an underwater reef and sent out a Mayday. Wyre Conqueror, which had left Fleetwood bound for Iceland on the same tide, immediately headed towards the vessel.

When she reached her, 15 men from Victory were transferred to Conqueror by liferaft. Skipper Watson, the chief engineer, Tim O'Sullivan and the radio operator, Bill Hughes, stayed on board, but they were eventually forced to leave as the ship filled with water. She then sank in 15 fathoms.

Mr. O'Sullivan said on his return to Fleetwood: "He (the

Harbour plans to cost more

THE COST of the proposed liner harbour development at Newlyn, Cornwall, has increased by about half in less than a year.

Since last February the estimated cost has leapt by £289,000, to £846,000. The work includes dredging, reclamation, building landing jetties, quay and new market.

Wyre Victory was built in

TRAWLER LOST OFF SCOTLAND 'Brilliant' rescue operation

skipper) was very upset. I more or less had to force him from the bridge and half pushed him into the liferaft. He just didn't want to abandon his ship.

"We were going to try and get a line to her to try a tow. The wind at the time was not too bad — about Force seven — but there was a heavy swell. She was taking water in the fishroom at first, but she bumped two or three times and the engine room started to fill. The bottom must have been ripped out of her. She started to list badly and it became obvious we would have to leave her."

Skipper Watson, on his return to Fleetwood, did not wish to say much about the incident, but he had praise for Skipper Farrer's seamanship: "I have nothing but praise for the brilliant seamanship of Skipper Dick Farrer and his men. They pushed in as close as anyone could to get our men aboard and give support. Their aid in very difficult conditions was of the highest order."

Skipper Watson said, that when the ship sank, it was the worst moment in his 46 years at sea. He has held a skipper's ticket since 1939 and is recognised as one of the most able and experienced skippers in the port.

Wyre Victory was built in



Wyre Victory now lies 15 fathoms below the sea.

1960, and has been one of the most successful side fishers at the port. John Haslam, manager of Wyre Trawlers at Fleetwood, said: "Our first consideration had to be the men. Thank God they all came out safely. But it is sad about the ship, she has been one of the best ever to sail from the port."

"In fact Wyre Victory was the last side trawler to be top ship at the port when, in 1971, she earned £185,417.

SHORT SEASON

THE SHETLAND herring season, after the new year break, turned out to be the shortest on record.

The purser Serene landed 90 units of small herring on Friday, selling to the Norwegian klondyker Arnes at £7.00 per unit. There is no other market for the small fish and the Arnes is unwilling to take more, so the two local pursers

Serene and Antares will be going over to white fish.

With some of the white fish fleet slow to return to work after new year, landings at Shetland were low. Forty-five trawl arrivals landed 1,370 cwt, worth £12,848; 17 seine net arrivals landed 677 cwt, worth £5,204; two industrial trawl arrivals landed 1,071 cwt, worth £2,736.

Would-be cox fails eye test

FLEETWOOD lifeboat's coxswain-elect, John McDonough, who failed the new RNLI eyesight tests and decided to go through an appeal test in London at his own expense, failed the colour section test last week.

Now the former inshore fisherman has decided to quit the lifeboat after 23 years. He said last week: "I think it's time I called it a day. Before going down to London I went to four local opticians and they all said I had A1 eyesight."

The Department of Trade test has caused controversy among lifeboatmen all over Britain and Mr. McDonough, who is acknowledged as one of the lifeboats top lookouts, says of the colour section of the test: "Four qualified opticians say that I can identify colours, but the Department of Trade examiners say I can't."

He added: "The RNLI insist that they have the best people as crewmen and I accept this. I certainly don't want to fall out with the institute — they have been very helpful in all this, but they are bound by rules and regulations."

This latest development came just before the port's new lifeboat Lady of Lancashire arrived at the port. Lifeboatman David Scott, an inshore fisherman, will now command the vessel.

'CRIPPLING' INCREASE

WHITBY fishermen are to protest to Scarborough Borough Council over the 28 per cent increase in dues on fish landings.

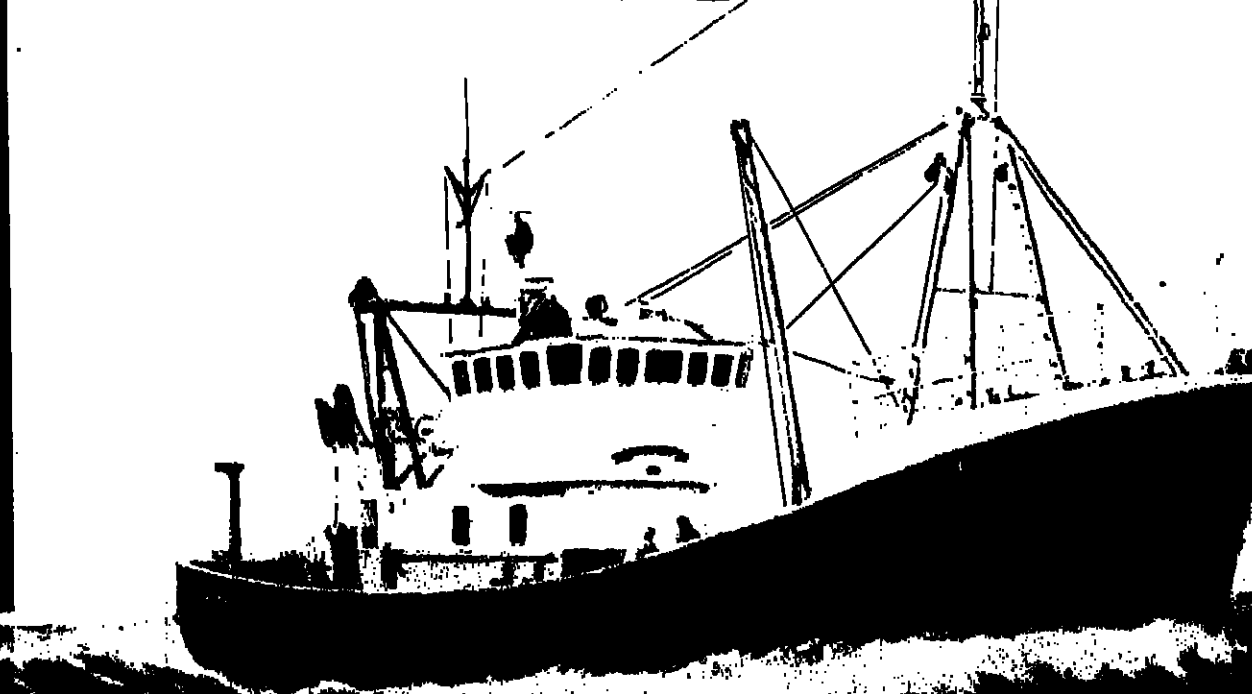
"This increase is on top of the 25 per cent they imposed last year," said solicitor Fred Richardson, secretary and treasurer of Whitby Fishermen's Society. "It is really savage."

The levy increase would mean they have to pay a total of just over £30,000.

Mr. Richardson said: "It is expected that the gross sales of fish landed on Whitby harbour last year will be about £675,000. On the basis of the present dues, the levy for last year will be £23,000, or 3½ per cent of fish.

"With the new increase of one pence, the fishermen will have to find an extra £8,750 out of their fish sales. It will cripple some people."

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AND FROM AF — HERE IS THE GOOD NEWS

COD WAR or no cod war, Associated Fisheries flew a solitary flag for the British fishing industry at Helympton 78 (January 14-21) — with triumphant success.

Associated Fisheries, parent company of British United Trawlers, put on its biggest ever show, featuring not only the Group's food companies but the fishermen and the ships they sail in.

Neither the White Fish Authority nor the Herring Industry Board were on show, probably because their promotional budgets have been heavily slashed this year.

IRELAND'S NEWEST 80-FOOTER

THE FIRST vessel built by Campbelltown Shipyard for the Irish fishing fleet was launched recently from the yard at French Point, Campbeltown, Argyll.

She was named *Marden* by Mrs Mary O'Connor, wife of skipper/owner Denis M. O'Connor of Casteltown, Co. Cork.

Marden is an 80ft. all-welded steel herring trawler built to the yard's well proven Campbelltown 80 design. She will be completed at the yard's fitting out quay and is scheduled to go into service early next month.

Marden is the first of three vessels which Campbelltown Shipyard is building for Irish skipper/owners. The second — another Campbelltown 80 — will be launched in about six weeks for Sean O'Driscoll of Dunmore East and a large Campbelltown 85 for Frank Downey of Casteltown is due to be launched in June.

As always during the winter there has been a great deal of activity preparing vessels for the new season. Most of the jobs are routine, but there have been a few which weren't. The fitting of a Simrad SL sonar to skipper-owning Eric Loe's *Wardley* (one of last year's top seiners) by shipwrights Bridges & Salmon Ltd. caught the eye.

She intends to have a crack at tangle-netting during 1978. They also completed a whirlwind refit to the galley and messdeck on the Belgian beamer *Zephyr* in a staggering six days!

Ernest Leggett has been very busy, too, practically renewing the wheelhouse and skipper's berth on Skipper Ange Christensen's ex-Yorkie *Hanne Alvilda*, now renamed *Samora* (GY 332), and put-

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As one of them said: "People are as keen as they have ever been to sell fish. But they are generally confused about the state of the industry, fluctuations in prices and even about the continuity of supplies."

"I think we have been able to clear up a lot of these mysteries for them. Most of them have gone away happy and we are certainly very pleased we came to the show."

David Rainford, chairman of the Fleetwood Inshore Fishermen's Association, said last week that it had been a local tradition that some men gave them a hand to land their catches and were usually given a "fry" for their help.

He added: "And this we appreciate, but under this guise some people have been

THERE ARE still no signs of sprats south of the Tyne and certainly none at all so far in the Wash. As a result, Grimsby's spratters continue to concentrate their landings at North Shields.

Latest reports indicate the recent spell of high winds has considerably hindered fishing, but *Glenda* (Skipper Francois Winteln) and *Arcona Champion* (Skipper Ejvind Sorensen) are still performing well.

Meanwhile, Grimsby has been far from idle and well over 400 tons of sprats were landed there last week from Danish industrial fishing trawlers, unable to make the journey back to Denmark because of the weather.

Early in the week the 85-ton *Alette Johannesen* put ashore 80 tons after heading for home, but turning back as gales and big seas swept an estimated deck cargo of ten tons overboard. She had been working off the Tyne and when trouble struck Grimsby was the nearest port.

Also caught up by bad weather, just before last weekend, was the steel pair team of *Marianne Hadobi* and *Afrodite*. The two Skagen trawlers landed roughly 350 tons, split 150-200 tons between the ten-year-old

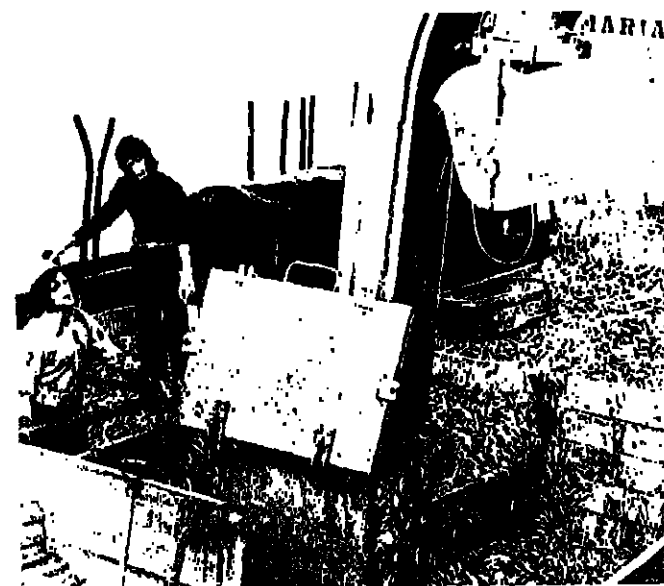
stealing from us hand over fist.

"We can only describe these sort of people as professional pilferers. Some so-called helpers have been turning up even at 3 am landings. We believe some are making a business out of it."

"One of the chaps connected with the industry, was parked up on the west side last summer when one of those 'helpers', probably thinking he was a visitor, knocked on his car window and said he had some fish to sell."

He added: "And this we appreciate, but under this guise some people have been

Grimsby stay north of the Tyne BIG LANDINGS AT GRIMSBY



Deck cargo of sprats on the Danish pair trawler *Marianne Hadobi*.

Afrodite (Skipper Paul Eric Andersen) and the one-year-old *Marianne Hadobi* (Skipper Finn Rasmussen).

TUG IN FRENCH FIRE DRAMA

A TRIP to the Leppel fishing grounds by the MAFF tug *Lloydman* was interrupted on Monday when she was diverted to the aid of a badly damaged French trawler off the Outer Hebrides.

In hurricane force with the 162-ton *Cite D'Alain* taken in tow by two big French vessels, but the tug parted.

On Tuesday, reports by Pike our correspondent aboard *Lloydman*, a French trawler took her in tow.

"The French crew refused to leave their trawler until it was understood that no one had been hurt in the blast," he said.

Also standing by was a British nuclear submarine *Churchill*. Although she did not surface, the submarine used her extensive communications system to direct the rescue.

In mountainous seas a crew of 10 on the trawler was confined themselves to a wheelhouse.

Problems that face a female cook...

LOWESTOFT trawler owners were in a bit of a quandary last week after they received the first-ever application from a woman for the job of cook aboard a trawler.

And with the recent Sex Discrimination Act very much in mind, they were thinking furiously about all the possible implications.

The immediate feeling was that the girl — believed to be about 18 — had no real idea of just what the job might entail, with trawlers fishing night and day, in all kinds of weather, and — for a woman — rough sea-going conditions.

"Obviously there has got to be some very careful thinking done," was how Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association, summed it up.

Peter Smith, personnel officer for the association, said: "The young lady came to see me and told me she would like to become a cook-learner on one of our trawlers."

"I gave her all the information we generally give to would-be trawler crews and she was also given an application form to complete. But quite frankly this is a matter which will have to be discussed with the authorities and with my board," he said.

"Trawling is not an ordinary industry — and obviously the whole question of a woman going to sea on a trawler will have to be gone into very thoroughly."

He said he did not wish to comment further on the sort of difficulties which might be presented by a woman crew member, "but quite obviously, apart from the very tough life at sea, accommodation would be one of them."

As many of the trawlers now had small, individual cabins — usually for two people — this problem might be

solved with the woman as having a cabin of her own.

And there, for the moment, the matter rests. We everyone realising that it might only be the forerunner of other applications from women — sorry, seagirls — female persons — for jobs on the fishing fleet.

Old fishermen at skippers scratched their heads when they heard the news. Was the day coast when Lowestoft trawlers would be manned by mixed crews, they asked? Or when trawler could be skippered by a woman. With women entering many other occupations previously considered as male prerogatives nothing was impossible.

Many of the foreign fishing vessels visiting Lowestoft have women among the crew, often as radio operators. It often expresses amazement at the British attitude that the sea is no place for a woman.

To seafarers "she" always been a "she" — a feminine entity, first seen on her way by launching a distress, cared for during her hours' visits by "shiphusbands".

Why is a ship a "she"? Everyone has their own answer, but reasons usually given are that they always have a gang of men on board, she has a waist and she it takes paint to keep her looking her best and when she enters harbour she always heads for the buoy.

With the possibility of women forming part of British trawler crews, anything is possible. It happens. And as one Lowestoft trawler owner pointed out: "If one trawler crew got a taste of real cordon bleu cooking, there'd probably be a queue trying to join her."

INSHORE at Grimsby

A MONTHLY FEATURE

A SEVERE shortage of lug worms for bait and poor fishing have very nearly brought Grimsby's inshore cod liners to a standstill.

Normally at this time of the year about ten local vessels would be regularly 'spragging', but the worm crisis is so acute and the fish so scarce that most began 1978 laid-up in dock.

When the cod first run into the River Humber about mid-October they will take whelks, but after about a month or so, once they get a bit of roe in them, only worms will fish.

Supplies are normally dug from the tidal zone between Grimsby and Cleethorpes but this year, with more and more diggers chasing fewer and fewer worms, they have fallen off completely as this stretch of foreshore has been pretty well turned over.

The heavy weather and big tides have not helped either and those worms left are well hurried.

Of the local fleet only *Mystic* (skipper-owner 'Nico' Miles) has kept going with local supplies, and very much on a stop-go basis.

Before the fishing fell away agent Sam Chapman & Sons Ltd. considered continental imports, as did George B. Bee Ltd. which now agents the Lowestoft-registered *Broadwinner* from Grimsby. However, Skipper Johnny James managed to find an alternative source at Wells, Norfolk. Although pricey, they have kept *Broadwinner* working.

Skipper-owner Sidney Carlton of *St. Vincent* is so disappointed with the local fishing he decided to try prawn trawling from Hartlepool until the dogs start up in March.

Almost unbelievably *St. Vincent* was built by Stephens of Banff in 1910 to fish under canvas and she is

one of the last genuine Scottish zulus still in existence and, moreover, still working. Despite her great age her timbers are in wonderful condition and she is a credit to her owner who keeps costs down by doing most of the maintenance and repairs himself.

She was motorised sometime between 1912 and 1914 and is presently powered by a Gardner 8LW of 84 bhp, unusually mounted in the bows, with the accommodation under the wheelhouse.

St. Vincent was fly-shooting before she came south from Lerwick 2½ years ago to work the inshore grounds from Grimsby.

After a good summer dogging she went inshore trawling and Sid told *Fishing News*: "We didn't have a bad start, but it just petered out before Christmas. If there's no white fish in the locality what do you do?"

"We're a bit too small for sprats, so we're going to try our luck with prawns and hope it will work out."

Ironically, up to a few years ago there was a reasonable pink prawn fishery on their doorstep in the Humber (from the Middle Sund right down to Spurn) supporting several vessels. But the coming of the super tanker — and the necessity to dredge out the river up to the oil refineries at Killingholme to accommodate these monsters — put paid to it.

They were also important nursery grounds for most North Sea fish and these have now also vanished under the dredging and dumping.

Oddly enough, with a monohull oil terminal actually in deep water further down the coast and linked by direct pipeline to Killingholme, the number of super tankers making their way up river are, being



Above: part of the galley and messroom refit on the Belgian beamer *Zephyr*.



Above: Simrad SL sonar unit fitted forward in the accommodation on *Wardley*.

Samora (ex-*Hanne Alvilda*) has almost had her wheelhouse renewed.

generous, very few and far between.

As always during the winter there has been a great deal of activity preparing vessels for the new season. Most of the jobs are routine, but there have been a few which weren't. The fitting of a Simrad SL sonar to skipper-owning Eric Loe's *Wardley* (one of last year's top seiners) by shipwrights Bridges & Salmon Ltd. caught the eye.

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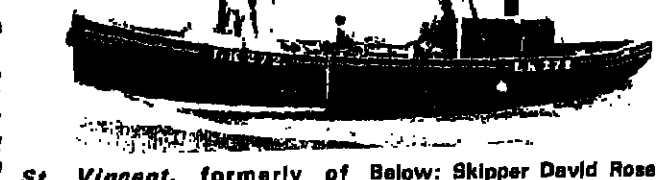
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St. Vincent, formerly of Lerwick, Shetland, has classic zulu lines. She is skipper-owned by Sidney Carlton (below).



Below: Skipper David Rose is taking command of *Ling Bank* for the first time after a reshuffle of pair teams by agents Tom and Sleight.

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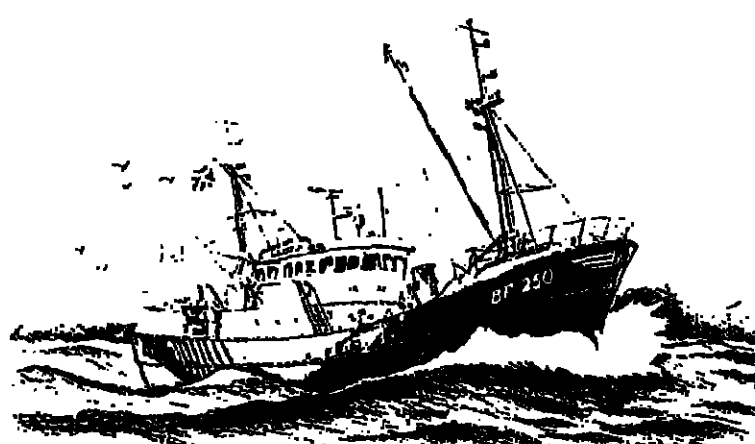
36 mile range 8½" CRT. Power consumption 110 watts. Scanner weight 66 lbs. Six range scales ½, 1½, 3, 6, 12, 36 n. miles. Two unit installation with cable connection. You've not seen the best small-ship radar until you've seen Seaveyor.



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THE LAUNCH of the 74ft. steel seiner-
trawler *Fisher Rose* marks an important
step forward in the
development of the
new Merseyside firm
of McTay Marine Ltd.,
which was founded in
1973.

Fisher Rose is the first
vessel to be built in the firm's
new shipyard at Brom-
borough, Cheshire, and
another vessel now under
construction will be launched
in the spring.

Construction of the two
boats began in the open last
summer and, as work
progressed, the new shipyard
has been built around them.
The yard will be completed
early this year.

McTay has built the hulls
and basic superstructure of
the two vessels under sub-
contract to the well-known
Scottish boatbuilding firm of
James N. Miller and Sons
Ltd., which received the
orders for the boats and is un-
dertaking the fitting out work
at its St Monans yard.

Engineers from Millers
were fitting the engine of
Fisher Rose in Bromborough
just before Christmas, so that
she could be taken to St
Monans under her own
power.

The lines of both boats
have been designed by James
T. N. Miller and are based on
those of well proven and
seakindly Scottish wooden
boats of similar size.

Although only 74ft. long,
they have a beam of 22ft. and
depth of 11ft. 9in. They are of
good, stout form with a lot of
space both on deck and
below.

Both vessels have similar
lines and a raked stem, trans-
om stern and round bilges.

Special features of their
design are the box keel and
ballast tanks. Box shaped in
cross section, the steel keel is
filled with cement.

When the boat is put on a
slipway, or dries out in a tidal
harbour, her weight will be
resting on the box keel in-
stead of on the bottom
plating.

The water ballast tanks are
arranged in the double bot-
tom and extend from
amidships forward. They can
be filled or pumped out ac-
cording to the weight of the
fish being carried, so that
good trim and stability are
maintained under all con-
ditions.

Fisher Rose is being built
for Robert Clark, who is now
sailing with the Musselburgh
seiner *Lathian Rose*. The second
vessel has been ordered by
Skipper Peter Murray of the
Anstruther vessel *Boy*
Peter IV.

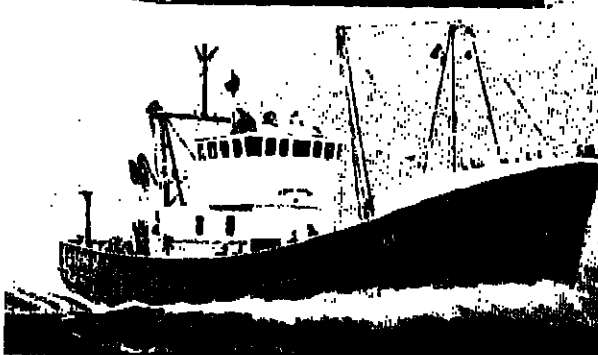
Fisher Rose is of
traditional seiner-trawler
layout, but Skipper Murray's
boat is of unconventional
design. No doubt she will
arouse considerable interest
among fishermen as she in-
corporates a number of un-
usual ideas.

Her deckhouse, although
placed aft, is probably of a
new design for this type of
boat in Scotland. Made of
aluminium, the wheelhouse is
set on the after end of the cas-
ing to give the skipper a good
view of what is happening at
the stern, as well as forward.
The galley is housed in the
fore-end of the casing, on
main deck level, and an
aluminium gutting shelter is
arranged forward and to
either side of this.

Another unusual feature in
a vessel of this size is the
ramp set into the transom. A
net drum is to be fitted aft of
the casing in line with the
ramp.

The net drum, and also
seine rope storage reels, are
being supplied by Fishing

Mersey yard 'grow' around new boats



Hydraulics of Ellon; other
gear handling aids will in-
clude Rapp power block and
Northern Tool and Gear
'Mastra' seine and trawl
winch.

Propulsion unit will be a
Caterpillar D353 engine
developing 425 bhp at 1,225
rpm. Some 4,000 gallons of
fuel oil and 400 of fresh water
will be carried. Wilmar
Engineering of Aberdeen is to
supply the auxiliary engine.

Fisher Rose is powered by a
Caterpillar D379 engine
which gives 585 bhp at 1,225
rpm. At the request of her
skipper she has two extra
water ballast tanks fitted in
the stern.

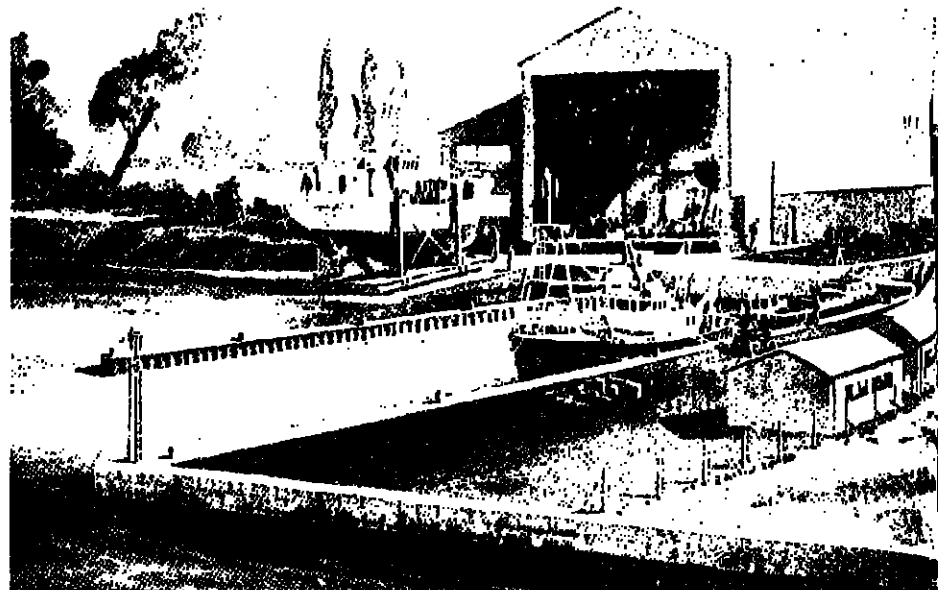
Her deck equipment in-
cludes Sutherland of
Lossiemouth seine and trawl
winch, plus Rapp power
block, and she will carry
4,000 gallons of fuel and 400
gallons of fresh water.

Seine ropes will be stowed
in bins below deck — and an
unusual feature of both
vessels are the towing posts,
which are fitted at the stern
in place of the traditional
trawl gallow frame.

This is an idea specially
developed by McTay and
consists of heavy steel tube
mounted on a seating, carried
down into the bottom of the
vessel, to provide a very
strong structure.

The towing posts are
mounted just inboard of the
bulwarks so that the trawl
boards can be stowed in the
usual manner. Each post is
fitted with a hanging block.
Flanges at deck level allow
the posts to be removed when
the boat switches to seine net-
ting.

McTay Marine Ltd. is part



Left: *Fisher Rose* as she was launched from the new McTay yard and an artist's impression
boat. Above: how the yard will look when finished early this year.

shipyard because existing
facilities were inadequate.

Built at a cost of some
£300,000, the new yard is be-
ing designed and constructed
by the McTay Group. In ad-
dition to the new shed, which
is 240ft. long, there will be of-
fices, stores, mould loft,
workshops, etc. This will offer
all the facilities required by a
modern, self-contained, ship-
building yard.

A soft bottom dock will
come into use in about a
year's time but, meanwhile,
the firm has the use of a deep
water dock about half-a-mile
away from the new yard.

The yard will be able to
build up to 12 craft a year un-
der cover.

McTay is particularly for-
tunate in that it builds other
kinds of vessel, so it will not
be unduly affected by the
present recession in fishing
boat building. The yard has a
continuing order book for
workboats, personnel
carriers, etc., and so has the
workforce and all facilities
ready to undertake more
fishing boat building when
required.

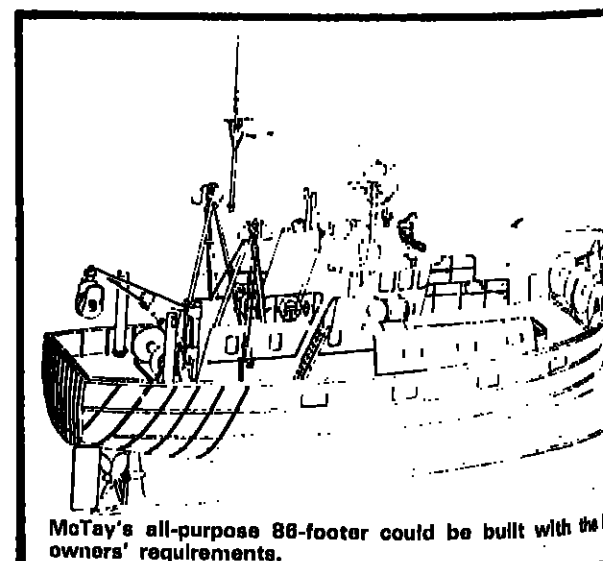
Fishing vessels can be built
to any design and the firm
can either produce hulls for
fitting out elsewhere, or sup-
ply completed boats. A design
is available for an 86ft. multi-
purpose fishing boat which is
of the round bilge type, with
transom stern.

With a stout and seaworthy
hull, this vessel could be built
to suit the owners' re-
quirements and would be
adaptable for any kind of
fishing.

The firm's policy is to offer
quick deliveries at fixed
prices and this will be made
possible by preparing detail-
ed specifications and getting
all owner requirements set-
tled before building starts.

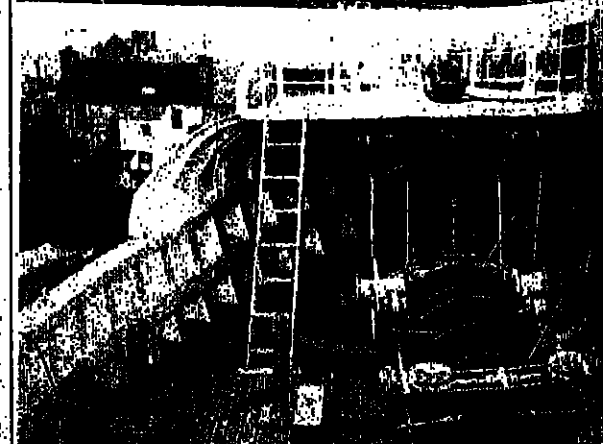
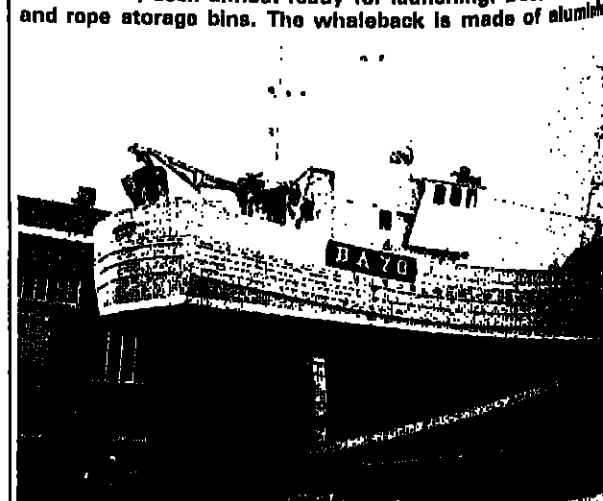
This way, says McTay,
alterations to the boat while
she is building can be kept to
a minimum.

Joint managing directors of
McTay Marine are Jim
Taylor and Gordon Poole.
Technical director, and also
the firm's naval architect, is
Ken Osbourne.

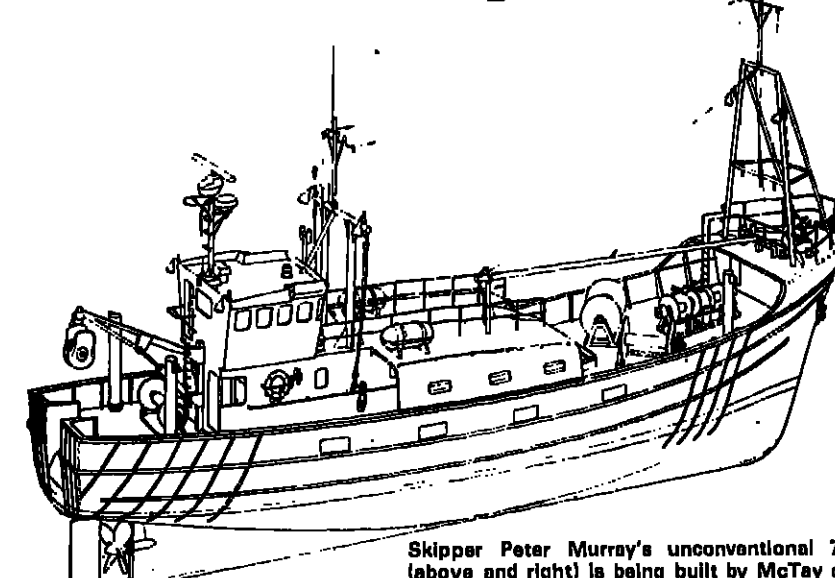


McTay's all-purpose 88-footer could be built with the
owners' requirements.

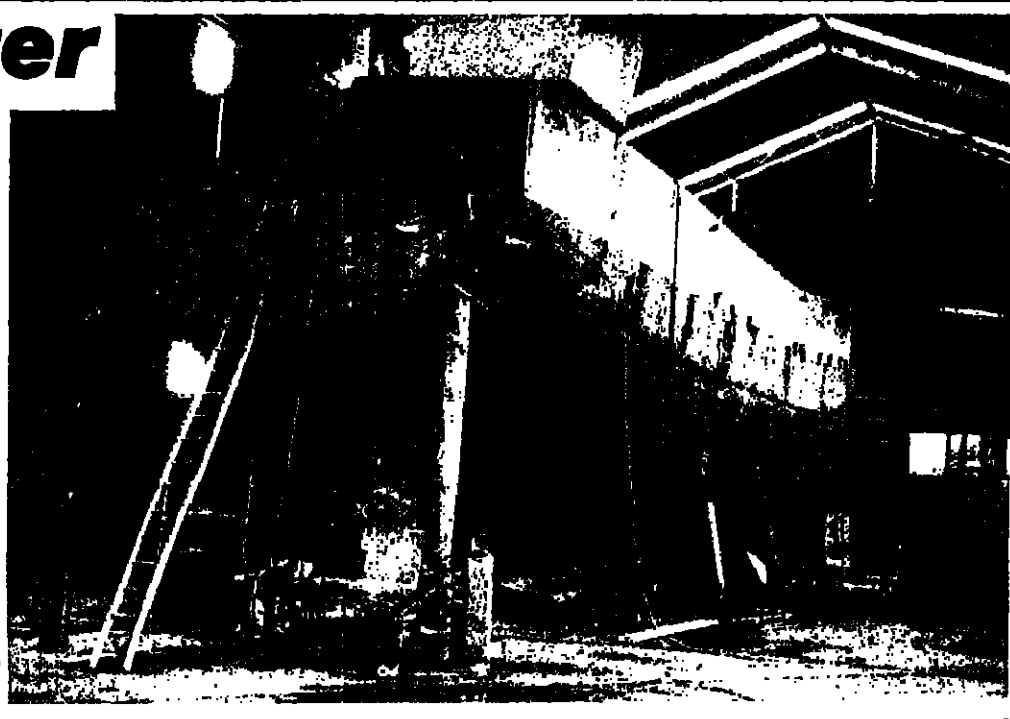
Below: *Wanderer I*. Below: *Wanderer II*, which has a New
Kort nozzle, seen almost ready for launching. Bottom: her
and rope storage bins. The whaleback is made of aluminium



Stern ramp 74-footer



Skipper Peter Murray's unconventional 74-footer
(above and right) is being built by McTay complete
with stern ramp. Her deckhouse and gutting shelter
are more unusual features.



Noble builds 'Wanderer' to new lines

WANDERER II, a 70ft
wooden-hulled seiner-
trawler built to new
lines by the Girvan
yard of Alexander No-
ble and Sons, is for two
brothers, David and
Kenneth Gibson of
Dunure.

The firm had to construct a
new berth to build the craft as
the existing shed is only 70ft.
long.

The new facilities will now
enable the firm to build
wooden vessels up to 85ft.
long overall. In addition,
vessels up to 150 displace-
ment tons can be overhauled
and repaired on the slipway
which was built about five
years ago.

Wanderer II, which has
started her career seine
netting from Ayr, is the fifth
vessel to be built by the Noble
yard for the Gibson family.
Designed by the builders, she
is a stout and roomy vessel
with a transom stern.

She is of traditional seiner-
trawler layout and below
deck is sub-divided from
forward into forepeak, fish

room, engine room, crew's
cabin and steering gear com-
partment.

With an overall length of
69ft., she has a beam of 21ft.
6in. and draft aft of 10ft. 6in.
She has a registered tonnage
under Part IV of 49.54.

Construction is of larch
and oak planking, on an oak
framework. Deck beams are
of steel in the cabin and oak in
the fishroom and forward.
Deck planking is of kiln-dried
iroko and the after fishroom
bulkhead is of steel.

Marine Fabricators, of
Dunure, made all the
aluminium superstructure in-
cluding deckhouse, whale-
back, fishroom hatch,
masts, seine net derricks and
landing derrick. The main lift-
ing derrick, however, is of
steel.

Propulsion is provided by a
Kelvin TBSC8 turbo-
charged, eight-cylinder,
diesel engine which gives 450
shp at 1,290 rpm to drive the
fixed-pitch propeller through a
Rediflex 4:1 reduction and
reverse gearbox. A Kort fixed
nozzle is fitted, the propeller

being designed by Kort and
made by Newage Engineers
Ltd. On trials she had an
average speed of 10.6 knots
over three runs.

A Gilbert Gilkes and Gor-
don Gilmeel bilge and general
service pump, and two 24V
AC90 alternators, are also
driven from the main engine.

At the fore-end of the
engine, the Dowty variable
displacement hydraulic pump
for the winch is driven
through a flexible coupling
and a Sutherland of
Lossiemouth step-up gear-
box. A pump for the power
block is also driven off the
step-up box.

Wimar Engineering, of
Aberdeen, supplied the aux-
iliary engine which consists of
a British Leyland 25hp
Tempest diesel which is fresh
water cooled with a heat ex-
changer. It drives a
Transmotor 24V, 125 amp,
alternator, Desmi bilge and
general service pump,
hydraulic pump for the cargo
winch and a Boardman net
retrieve system.

Two tanks in the
engine room hold a total of
2,400 gallons of fuel oil, while
two tanks in the stern carry
400 gallons of fresh water.
Other engine room equipment
includes Airmax ventilation
fans and Lucas batteries.

A Sutherland combination
seine and trawl winch is fitted
on deck, forward. The Beccles
No. 2 coiler feeds seine ropes
down into storage bins which
have steel hatches and
aluminium covers.

Fitted on a single-reach jib,
aft of the deckhouse, is a
Carron 24in. power block,
supplied by C. F. Wilson and
Co. of Aberdeen. This firm
took over the deck machinery
interests of Carron earlier
this year. A Carron cargo
winch is fitted on the
whaleback to work the lan-
ding derrick. Seine rope leads
are of Whale manufacture
and the deck is illuminated
by Chalmers rubber-cased
floodlights. A Francis
searchlight is fitted on the
wheelhouse top.

Above, left: Inside the
wheelhouse of *Wanderer II*, the
fifth boat the Noble yard at Gir-
van has delivered to the Gibson
family of Dunure. Fittings will
include a Simrad SL sonar.
Left: bunks in the pleasantly
finished crew cabin aboard
Wanderer II.

Freeing ports, with
galvanised gratings, are
mounted at suitable places in
the bulwarks, and the deck is
also fitted with portable steel
pond stanchions.

Insulated on its after
bulkhead with 4in. cork, the
fishroom has steel stanchions
and wooden division boards.
The after end of the fishroom
is arranged for boxing her-
ring.

A wide range of equipment
is fitted in the wheelhouse.
Fish finding is carried out by
a Kelvin Hughes MS 44 echo
sounder with BL1 expansion
unit, and a Furuno Ad-scope
Mk.11 cathode ray tube unit.

Arrangements have been
made in the fishroom to house
the transducer for a Simrad
SL sonar set, although this
has not been fitted yet. Other
equipment in the wheelhouse
includes Decca Mk.21
Navigator, RM 816 radar and
450° autopilot; Sailor
T122/R106 radio telephone;
Kelvin Hughes Foreland
VHF radio telephone; Walker
Trident log; Tenford H100
ESD steering gear; Morse
engine and winch controls;
Wynstrum window wiper
and Fiam horn.

A combined galley and
messdeck is arranged in the
after end of the deckhouse. It
is fitted with a New World gas
cooker, Valliant water heater
and Electrolux gas fridge.

Bunks for seven are
arranged in the after cabin,
which is heated by a Reflex
oil stove, and the cabin,
wheelhouse and galley are
finished with Arborite
plastic-faced plywood.

Founded in 1946 by Alex-
ander Noble, who is a native
of Fraserburgh, the Girvan
yard has a considerable

reputation for building
cruiser-sterned ring netters
for the west coast herring
fishermen.

In more recent years the
design of the ring netter has
been adapted to be capable of
other fishing methods, in-
cluding seine netting, prawn
trawling and herring pair
trawling.

Although the bulk of the
firm's work has been concern-

ed with ring net vessels, a
number of boats have also
been built for other uses.

These include the drifter-
seiner *Faithful* (PD 307),
completed for Peterhead
owners in 1954, and two
Danish seiners built for
Whitehaven in 1959.

Latterly, a number of small
seiner-trawlers and scallop
dredgers have also left the
firm's yard.

Purse seines of

1274 fms by 360 fms to UK

In total, are what Norsenet have delivered
throughout October and November to the
four latest UK newbuildings, namely

MFV "Chris Andre" — 350 fms by 100 fms
MFV "Gallic May" — 316 fms by 90 fms
MFV "Gallic Rose" — 316 fms by 90 fms
MFV "Julie Anne" — 292 fms by 90 fms

All four nets manufactured in the
well-known Norsenet quality, individually
"tailored" to each vessel and fishery.



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Catching and cooking prawns

"COULD you please tell me how to catch prawns off the Welsh coast, what is the best bait to use and on what sort of ground they are found in the greatest quantities."

"I should also like to know how to boil prawns and how to pick or peel them. Are they picked in the same way as shrimps?"

■ I take it that the species you want to catch is the common prawn (*Palaemon serratus*).

Prawns of this type can be taken in both hoop nets and in pots or creels similar to those used along the Dorset, Devon and Cornish coasts.

Procedure when hoop netting prawns is to bait whatever number you are going to use, stow them in the stern of a boat, and then to proceed slowly over the selected ground dropping them overboard at intervals of about ten metres.

It is customary to haul the first one after it has been down for about a quarter of an hour and then to haul the others in turn. For best results hoop nets should be worked at night.

One traditional type of pot used for catching prawns in the West Country resembles a Cornish inkwell pot in shape. But finer withies are used and they are more closely woven.

The base of this pot is about 30 in. (762 mm) diameter and the mouth 5 in. (127 mm) diameter and it is usually weighted with stones lashed to the outside of the base.

Another is a square strap made of wire netting. It has funnel shaped entrances in each side, in addition to one in the top, and a door in the base for clearing and baiting. It is weighted with a length of chain attached round the bottom of the sides.

Modern devices for catching prawns include traps made by R. J. Davis at the Marine Engine Centre, 19 Benville Road, Weymouth, Dorset, and R. and B. Leakey, The Sutcliffe House, Settle, Yorkshire.

The Davis trap is made of GRP and measures 11 in. (279 mm) by 11 in. (279 mm) by 8 in. (203 mm) high. It has three entrances — one through the top and two through opposite sides — in which are eyes of a size to permit ingress by prawns, but keep out crabs.

Into the base of the pot is moulded about 3 lb. (1.360 kg.) of lead to ensure, as far as possible, that it will settle on the bottom the right way up and remain so.

The Leakey trap, which is made of galvanised steel rod covered with netting, is modelled on the traditional Poole prawn trap.

It is square and has five entrances large enough for prawns, but small enough to keep out conger eels and dogfish. A feature about it is that it can be folded and carried in substantial numbers in a small boat.

Traps are fished single and — more efficiently — in strings. A string usually con-

sists of a dozen traps attached at seven metre intervals to a backrope. They will catch prawns in daylight, but will do so in greater quantities at night.

Effective baits are salt herring and gurnard, fish heads, limpets and mussels, but crushed green shore crab is generally acknowledged to be the most effective.

According to Pat O'Farrell prawns are to be found in the greatest quantities on sand and mud patches between rock outcrops where there is plenty of seaweed or eel grass, and he advised that traps should be set as near large seaweeds as possible without being covered by them.

Prawns, like shrimps, are best boiled as soon as possible after they have been caught. It is recommended that they are put in briskly boiling water in batches small enough to allow them to move about freely. After about seven minutes they should be taken out and cooled.

They can be cooled by immersion in sea water or by being spread out on canvas or wire mesh trays, but recommended practice is to put them in polythene bags surrounded by ice.

They are picked in the same way as shrimps.

John Burgess' Log



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CHOOSING A

RADAR

"WE ARE thinking of installing a radar, as an increasing number of vessels are arriving and departing from here, even when visibility is bad. We have only a small wheelhouse and a limited 12" power supply.

"Can you tell us which of the compact, low-priced radars available would be best for us to install?"

■ I should think that the Baron X10 radar would be as suitable as any as it is a direct descendant of the Mariner 010 instrument designed and produced by John French, and only consumes 35 W at 12 V.

Both the display unit and scanner are compact and light, and the former embodies features you would expect to find in more expensive instruments.

Instead of fixed range rings it has a variable range marker and, by adjusting a control on the front panel, a range ring marker can be overlaid on a target. The distance can then be read from a calibrated dial on the front panel.

The unit incorporates a switch for controlling brightness of the picture, to rain and sea clutter control.

Full details of the X10 obtainable from Barons Instruments Ltd., 50, Strand, Cowes, Isle of Wight.

about the way in which we should be as well to contact the firm before you order samples.

It is willing to provide instructions about this as well as the other products. Its address is 3000 Biscayne Boulevard, Miami, Fla. 33137, USA.

IF YOU have to leave your boat at anchor unattended, a control for switching anchor, wheelhouse and/or cabin lights on at dusk and off at dawn automatically, may be of interest to you.

It consists of a transistorised relay unit, a photoresistive cell, an over-riding switch and terminal connectors with insulating sleeves.

The cell is provided with a suction mounting, pad and several feet of cable to enable it to be located in a position — near a wheelhouse window,

for instance — where the effect of natural light will operate the relay correctly.

A fail-safe arrangement ensures that lights will switch on in the event of a fault in the control.

So, when you are out of sight of the boat, you can be assured that lights are being switched on and/or that a compass light is being switched on.

Full particulars of this device are obtainable from K. Products, Home, Surrey.

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GRIBBLE WORM

"WE ARE being troubled here by what we think is the gribble worm.

"Can you tell me what gribble worm looks like, how it attacks wooden boats and how it can be prevented?"

■ The gribble is a crustacean which looks like a wood louse, but is only about one centimetre long. It bores into the wood to a depth of about 1 cm and then returns to the surface to select a fresh piece of entry.

It quickly reduces the wood to a pulpy mass which is washed away and exposed to rot.

The best way to protect wooden hull against gribble worms is to sheathe it, if it is impracticable, the only way to do so is to apply top quality anti-fouling, more often than you would, in places where the worms are not a menace.

If you were to anti-fouling your boats three times, instead of once or twice a year you would be unlikely to have so much trouble.

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If you were to anti-fouling your boats three times, instead of once or twice a year you would be unlikely to have so much trouble.

HULL Trawler Officers' Guild held its annual dinner and dance earlier this month at the Grange Park Hotel, Wiltshire.

About 270 people attended including Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association.

Five Hull skippers away on trips sent radio greetings and their messages were read out during the evening.

The speakers were Skipper Jack Lilley (Hull Guild president) aboard *Dane*; Roy Waller of *Pict*; Freddy Myers of *Lord Nelson* and George Saul, liaison skipper with *Miranda*.

The evening was organised by nine wives of Hull skippers.

During the evening a tombola with 350 prizes was held and there were other events with 14 prizes.

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New 54-footer for Bridlington

LAUNCHED last week from the Knottingley yard of John Harker (Shipyards) Ltd. was the 50-ton seltner-trawler *Ocean Contender*.

The vessel, with an all-welded steel hull, was built for Mr. M. J. Watson Hall and Mr. A. Coates and launched by Mrs. Coates.

Ocean Contender is designed for bottom trawling and seine netting and will operate from Bridlington. With a hp length of 54ft., she has a beam of 18ft. 6in. and a depth of 9ft.

Her main propulsion unit is a Baudouin type DNP12, of 390 bhp at 1,600 rpm, giving the vessel a speed of nine to ten knots.

Her deck machinery consists of a forward-mounted Sutherland combined hydraulic seine net and trawl winch and a Beccles coiler.

Accommodation is provided below decks, aft, for a crew of five and is heated by a Reflex oil heater.

The galley is equipped with a stainless steel sink unit, Formica work tops, cupboard and drawer space, gas water heater and gas cooker.

Three 24V dc Transmotor generators in the engine room provide electricity for lighting and power; two are belt-driven from the main engine, while the third is auxiliary driven.

K & L's type 230 hydraulic steering gear is fitted. *Ocean Contender* is the 31st vessel to be launched from the inland yard at Knottingley.

During the past few years, the wives have managed to raise over £13,145.

There is still space available at the exhibition for companies to show equipment. Contact: Mrs. Mainprize, 42 Quay Street, Scarborough.

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was brought by the Boston Group which operated her as a beamer. She has now been fully converted for North Sea side trawling.

